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TELEPHONE, 232.
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T. F. DA CRUZ, Manager.
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MARRIAGE.

On the 25th November, at Christ Church, Canton, by the Rev. E. J. Hasty, Military Chaplain, Hongkong, EDWARD STANLEY SUTTON, Imperial Maritime Customs, Canton, to KATEY NAPIER, eldest daughter of WILLIAM LINCOLNE, High Street, Ely, Cambridgeshire, England. (3855)

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 28th November, 1901.

The Commission appointed by H.E. the Governor on the 28th August last to enquire into and report on the question of the existing difficulty of procuring and retaining reliable chair and jinricksha coolies entered on its task with commendable promptitude and was able on the 6th November to hand in the report, the result of fourteen meetings and the examination of thirty witnesses, assisted by the answers sent in by one hundred and twenty residents in this Colony to a printed paper of questions issued by the Commission. A suggested draft Bill is attached. The report, which appears in full in another column, was made public at the last meeting of the Legislative Council, and it will, we think, be generally agreed that it is a practical and commonsense document, deserving the careful attention of the Government. It should be noted in the first place that two of the three Commissioners, His Honour Mr. Justice SERCOMBE SMITH and Mr. R. C. WILCOX, on receiving the intelligence of their appointment, wrote to the Government begging to suggest that the scope of the enquiry should be widened to include all classes of Chinese servants. Sir HENRY BLAKE in his reply to Mr. SERCOMBE SMITH rejected the suggestion, and accordingly the difficulties in connection with chair and jinricksha coolies alone were considered. There is no reason, however, to conclude from this that we must look forward to an indefinite prolongation of the troubles from which a very large section of our community suffers through the shortcomings and misdoings of domestic servants generally. If as a result of the Commission's recent enquiries some system is put in force whereby residents can obtain

an efficient service of bearing coolies at reasonable rates, it is impossible to suppose that either the Government or the community will rest content with existing conditions in other branches of the domestic labour-market. The main recommendation of the Commission, it will be seen, is that registration should be made compulsory for all chair and jinricksha coolies; this, the writers of the report think, will tend to weed out of the ranks of private coolies the bad characters sometimes met with, because persons unfavourably known to the Police will not be registered. But if registration is desirable for private coolies, it is still more desirable for the "boy" class. A study of recent Police Court cases will show that it is from this class rather than the coolie class that the worse delinquents, in the way of dishonesty and insubordination, are drawn. Even during the sitting of the Commission, curiously enough, numerous instances of the rascality of house-boys occurred. The matter is serious; there seems no doubt, on the testimony of the older residents in the Colony, that the present boys come from a lower section of the Chinese community than that which supplied our servants in the past. Some remedy must shortly be sought for this. The Victoria Registration Ordinance which was in force between 1866 and 1888 was confessedly not much of a success. The report before us reasonably assigns as the causes of this, absence of photography, laxity in enforcing the provisions, indifference on the part of masters, preference of personal convenience to the general advantage, the doubtful applicability of one subsection of the Ordinance to other than domestic servants, fraudulent transfer of registration certificates, and the existence of a registration fee. The Commission proposes now, in the case of chair and jinricksha coolies, with whom alone it deals, that registration at the Central Police Station should be compulsory, that the private coolies should be photographed, that their conduct should be regulated, and that it should be penal for masters to engage unregistered coolies or for unregistered coolies to seek or obtain employment. If registration is to be of any service it must be admitted that all these stipulations must be observed; in particular it may be pointed out that unless the masters are fined for employing unregistered coolies the scheme will inevitably break down. The Commission goes on to recommend that the compulsory registration should be free, thus removing the only valid objection open to the coolies themselves and preventing them from demanding higher wages in consequence of a registration fee.

The most important conclusion to which the Commission came with regard to the difficulties experienced with private coolies was that a knowledge of the earnings of public coolies (it was found in one instance that two public ricksha men between them made from \$60 and \$80 a month with one ricksha) makes private coolies discontented and ready to leave private employ at the earliest opportunity. The report, therefore, proceeds to consider the position of the public coolies, especially the public ricksha men. It recommends a revision of the scale of fares and a reduction at any rate as far as short time fares are concerned. A rate of two, three and five cents for five, ten and fifteen minutes respectively is advocated, and the introduction of distance fares is suggested—an addition which seems to us unavoidable in the case of short rides, if only for the purpose of avoiding constant disputes between passenger and bearer. To meet the inconvenience of carrying copper coins, a system of checks is proposed, similar, it may be assumed, to that introduced by the Municipal Council at Shanghai. The Commission sees no reason to think that the approximate equalisation of the earnings of public and private coolies would tend to drive public coolies off the streets, as the earnings still procurable in Hongkong would continue to be sufficient to attract Chinese from the mainland. A closer supervision of licensed public vehicles is recommended with a view to prevent private coolies and other unlicensed persons plying for hire.

Probably it will occur to most people, reading the early part of the report before us now, to ask, "Is there no fear of a strike, if these proposals are adopted?" The Commission recognises this possibility, but nevertheless emphatically urges that a trial should be given to its proposals during the coming winter months, that no threats of opposition or rumours of a strike be allowed to thwart an attempt to remedy the prevailing evils, and that it should be fully recognised that a difficulty of this nature, arising in connection with the employment of Orientals, will only become aggravated, if not grappled with sternly and speedily. It is plain that a strike merely of the private chair and jinricksha coolies would be ineffective if they were unaided by their public colleagues, for the residents here would find little inconvenience in resorting temporarily to public vehicles, as indeed so many have done this year owing to increasing troubles with their own coolies. A general chair and jinricksha strike would be more serious,

but the food question must appeal strongly to these coolies. There seems, moreover, little organisation among them (to judge by the evidence before the Commission), except that so many of them belong to the Triad Society. This Colony's history is not without its record of strikes. There was the memorable strike of cargo-boatmen when Sir WILLIAM ROBINSON was Governor of Hongkong, a strike which dismayed the commercial community so much that they were prepared to back down. Sir WILLIAM ROBINSON, however, was fortunately firm, and meeting the difficulty with courage prevented what would undoubtedly have been a great disaster to the Colony. Another such lesson may be required, and we hope that the authorities will follow the good example of their predecessors' attitude toward the cargo-boatmen. Finally we may quote part of the concluding paragraph of the Commission's report, for the appeal made is one that should be heeded. "We trust," it says, "that all ranks and divisions of the non-Chinese community will be prepared to co-operate in order to make the legislation and measures which we have proposed effective and workable. If this co-operation, either from purely selfish considerations or out of mere sentiment, be withheld by an influential minority, it is to be feared that no remedial measures devised to meet the emergency can be successful."

The Italian cruiser *Veneto* arrived here from Shanghai yesterday morning.

It is said that during the visit of no small part of the British China Squadron to Mies Bay, the Admiral will enquire into the suitability of the bay as an anchorage for warships.

The Hon. Secretary of the Hongkong Football Club writes to inform us that entries for the Hongkong Football Challenge Shield must be sent in to him on or before to-morrow.

Among the arrivals by the *Empress of Japan* were Mr. D. E. Brown, general agent of the C.P.R. Co., and Mrs. Brown, the Rev. R. F. Cobbold, and Mr. A. G. Ward. Mr. Cobbold, we hear, is not likely to remain here long. Mrs. Brown is said to be a great acquisition to the ranks of singers in the Colony, being a possessor of a lovely voice.

A correspondent of *Le Courrier d'Haiphong* writes a long letter from a small town in Yunnan, giving information regarding coal mines in that province. He claims to have found a smokeless coal of good quality in a Lo-lo village named Toudza or Doudzako, about a hundred kilometres east of Yunnanfu—hence the title which he gives it of "A New Cardiff."

On Tuesday and Wednesday nights the revised programme of the Empire Comedy Co. met with great success, the stalls in particular being well filled. All the items met with applause, Miss Emma Smith coming off best of all with her own songs. No performances will be held to-night or Friday, on account of the St. Andrew's Ball, but for Saturday another entire change of programme is announced.

Yesterday morning the new Italian cruiser for this station, the *Leombaria*, arrived from Europe. She is a third class cruiser of 2,380 tons, built at Castellamare and launched in 1890. Her displacement is 2,380 tons and her indicated horse power 6,843. The *Leombaria* has a 44 in. armour plating in gun position, and 2 in. deck arm. Her armament consists of four 5.9 in. quick-firing guns, six 4.7 in., one 2.9 in., eight 2.2 in., eight 1.4 in., two maxims and two torpedo tubes. Her speed is 17 knots.

In connection with the return to the Colony, by the *Kwaii Albert*, of Mr. Ho Tung, it is interesting to learn that the appointment to the headmastership of his new school at Kowloon of Mr. B. James of Merton College, Oxford, has been confirmed. Mr. James was well known in Hongkong while he was master at Queen's College. Subsequently he went to King's College, Bangkok, and revisited us last year in company with Mr. Cecil Carter, the headmaster, and three young Siamese princes. He fell seriously ill on his visit here and was obliged to go home to recover. His friends will be glad to welcome him out again.

Almost a panic amongst Chinese merchants is reported from Tientsin, arising from the death of the late Viceroy Li Hung-chang, it being feared that his demise would encourage the Boxers to rise again. For this reason transport of goods destined for Shanghai had been stopped and agents at Shanghai advised to delay sending goods destined for Tientsin, with the intention of seeing "how the wind would blow." Confidence has not been fully restored yet at Tientsin, it would seem, for the majority of merchants in the North are still hesitating and unwilling to bring from the interior goods to be exported to Shanghai.

About three months before he left the Colony on leave for England, the Hon. F. H. May, C.M.G., Captain Superintendent of Police, offered a prize of a gold watch or \$250 to be competed for by members of the Police Force under the rank of inspector, the prize to go to the winner in the following subjects—Ordinances of the colony, police duties, drill, Chinese, and Hindustani. Only a few entered for the prize, which has been won by Sergeant Watt, of the detective staff, whose success is the more conspicuous from the fact that it is only four years since he joined the Hongkong Police Force; he was formerly attached to the Aberdeen City Police. Sergeant Watt already possesses a second-class certificate for Chinese.

Governor Truppel of Kiao-chau has returned from Shanghai to Tientsin.

The German ship *Nympha*, of 2,040 tons, which left New York on the 29th of June last for Yokohama with a cargo of kerosene oil for the Standard Oil Co., was totally wrecked at 3 o'clock on the morning of the 22nd inst. at Taumigisaki, near Ekimoda, in the Bay of Yeddo. The crew, twenty-seven all told, were rescued by the N. Y. K. S. *Saikio Maru*.

What an inquisitive lot the Klang police are, says the *Malay Mail*. One day they met a Chinaman in the Klang railway station, carrying a box of "Osborne" biscuits. They asked to see the biscuits. The tin was soldered up, but a knife soon opened it. Inside were thirty-one sticks of dynamite, fifty detonators and about two yards of fuse. The gentleman said he was on his way to China. The magistrate fined him \$50, or one month's rigorous, for carrying dangerous goods on the railway.

Mr. Joseph Benjamin Robinson, whose deliverance on the conduct of the South African War is quoted in the *Lets Telegrams* column, was born at Cradock, Cape Colony, in 1845. He was a wool-buyer and farmer until 1867, and shortly after discovered diamonds in his property at Van Riper. He also discovered the Langlaagte Gold Mine. He was Mayor of Kimberley in 1880, and represented Griqualand West in the Cape Parliament for four years. He is chairman of the Robinson South African Banking Co.

The report of the Director-General of the Post Office of India for last year, reviews the progress of the department for the past decade also. It is a remarkable record of the progress and expansion of the work of the department. The Money Order business alone has increased from 16 crores in 1890 to 23 crores in 1900. The Savings Bank deposits have risen from six to ten crores. The department delivered over 532 million articles in 1900 against 313 millions in 1890. The value payable articles in 1890 numbered 24 millions, and were of the value of 31 crores, against a million of the value of one crore in 1890.

The Government clerks at Penang, says the *Pinang Gazette*, have been favoured with a circular requesting them to state whether they will be willing or not in future, as occasions arise, to accept promotions to either Singapore or Malacca, or both Settlements. These clerks replying in the affirmative will be transferred, as opportunity occurs, to the settlement of their election. Refusal to proceed there would involve, for the first time, forfeiture of seniority, and a repetition of the breach of promise would cause their dismissal from the service. The same penalties will apply to any refusal to be transferred in the Settlement on promotion.

The Berlin *Post*, in an article on the 27th ult. on the attitude of the Press in each country towards the other, says that Germany has not criticised Great Britain more sharply than other countries have done. Her attacks have been levelled at British policy, not at the British people. The article continues—"The British Government during the last decade has shown more impartiality and a greater sense of justice than the British Press. The British people should understand that Germans wish to live in peace and friendship with them, and that the construction of a respectable fleet is nothing more than the duty of a nation which has a large field of economic activity. We reject with contempt and indignation the accusation that Germany's prosperity implies damage to England." Ruter's Berlin correspondent comments—"This attempt by the *Post* to initiate a better feeling towards Great Britain is commendable and interesting, but it is a fact that there exists a very strong Anglophobia feeling, and that a large number of journals have been compelled to adopt an Anglophobe attitude, as that is what the public desire."

A correspondent writes to the *Times* to protest against the Siamese views, set forth in an article from its corespondent in Bangkok, relating to the extension and consolidation of Siamese influence in the Malay Peninsula and especially in the hitherto undisturbed States of Kelantan and Tringganu. "Such extension," he says, "has for many years been the persistent policy of the Siamese Court, and it is to be deplored that the British Government has done so little to discourage it. . . . The true facts are that Malacca has for at least 500 years (and trustworthy history in those parts goes back no further) been absolutely free from even the most shadowy Siamese supremacy; for nearly 400 years it has been in European hands, and so far as the southern States of the Peninsula are concerned, the Siamese never had so much as a shred of a claim. Some of the northern States, including Kelantan, have admittedly been in the habit of sending occasional complimentary embassies to Bangkok, but the relation has been one of merely formal admission of a purely external suzerainty. This shadowy overlordship it has, however, for the last 100 years or so been the policy of the Siamese to convert into something like effective dominion, and in some instances they have unfortunately succeeded in their efforts. Such was the case of Kedah, the story of which, with its betrayal by the East India Company, may well make any Englishman's ears tingle with shame even at this distant day. It is to be hoped that Kelantan is not to be the stage for a repetition of such a tragedy. . . . It is a sheer impertinence for the Bangkok Government to claim the right to interfere in the internal affairs of this State, which, in addition to being safeguarded by special treaty, can point to a separate existence from time immemorial. Admitting that, as is the case with most Oriental States, its Government is none of the best, it has at any rate always been a Malay State governed by Malays."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE ORISIS IN CHINA.

London, 26th November, 9.10 p.m.

THE VOYRON REPORTS.

A motion for the production of General Voyron's reports to the French Government has been rejected. The *Petite Republique* is publishing extracts implicating missionaries.

GENERAL NEWS.

London, 26th November, 9.10 p.m.

THE COLOMBIAN REBELLION.

Severe fighting has taken place between the Colombian Government troops and the insurgents, with heavy losses on both sides. The Iowa Marines are protecting the railway trains, and the bombardment of Colon is prohibited by the United States.

REUTER'S SERVICE.

London, 25th November.

THE GREEK MINISTRY.

M. Zaimis has formed a new Greek Cabinet.

AUSTRIA AND GERMANY.

ANGLOPHOBIA.

The German agitation against Mr. Chamberlain has not the faintest echo in Austria-Hungary, where the new German tariff is looked upon as a success.

BOERS CAPTURED NEAR REITZ.

A combined movement of various British columns near Reitz, Orange River Colony, has resulted in the capture of 39 Boers and some killed.

London, 25th November.

THE FIGHTING NEAR CAPE TOWN.

A despatch from Lord Kitchener shows that the bulk of Major Fisher's force of railway pioneers attacked by Commandant Bays near Villiersdorp, were captured but afterwards released. Colonel Rimington pursued and scattered the enemy, capturing eight.

THE STATES AND THE COLOMBIAN INSURRECTION.

The Americans have prohibited the bombardment of Colon by the Colombian Government. American marines have been entrained at Panama, and sent to clear the railway and maintain transit.

ARRIVAL OF H.M.S. "CRESSY."

The new British twin-screw first class armoured cruiser *Cressy*, Captain H. M. Tudor, arrived from Portsmouth yesterday. The *Cressy* is a four-funnelled vessel of 12,000 tons displacement and 21,000 h.p. (Barrville boilers). She was built at Fairfield and cost £723,012. Her armour is—Side and gun position 6 in., bulkhead 5 in., all Krupp steel, deck 3-2 in. She carries two 9.2 in., twelve 6 in., and seventeen smaller (quick-firing) guns, and two torpedo-tubes. Her speed is 21 knots and her complement 615 men. Authoritative writers consider the *Cressy* almost worthy of being put into the line of battle.

The *Cressy* was unsuccessful at her commissioning trials. The machinery worked smoothly for the first two hours, and then the bearings became so much overheated as to fuse the white metal. Her departure was consequently postponed, and she also a fared from delay on the way out.

The officers on board the *Cressy* are—

Captain—Henry M. T. Tudor, Commander—Arthur Halsey. Lieutenants—Charles M. Masters, Victor G. Garner, Bertram S. Thesiger, Robert A. Newton, Cathart B. Wason, William J. Kerr, Hugh T. Pritchard, Capt. R. M.—Walter T. C. Jones, D. B. O. Lieut. R. M.—Cecil G. Bird. Chaplain—Rev. John Beatty, M. A. Staff Surgeon—Robert H. Nicholson, Paymaster—Henry Constantine, Fleet Eng.—James S. Watch, Nav. Inst.—Guy V. Raymond, B. A. Sub-Lieut.—Wilfred F. French, Surgeon—Noel H. Harris, Assist. Paym.—Frederick A. Cornford, Engineers—Henry C. Rush, John Kelly, Assist. Engrs.—Hilgrose Hammond, Edward B. Scott, Ernest G. Smith (proby.), Gunners—John C. Haswell, James J. Tappin, Boatwain—Robert Holmes, Carpenter—Alfred Courtney, Artificer—William Standen, Midshipmen—George B. Palmes, Charles H. Macdonald, Maurice P. B. Fortman, Edward T. Fletcher, Francis L. Beck, John Fawcett, Anthony W. Loveland, Frederick J. Chambers, Lanclot A. W. Spooner, Henry N. M. Hardy, John P. Hintonings, Victor R. Williams, Henry R. Sawbridge, Robert R. Halliwell-Carew, Courtney I. Greer, Naval Cadets—Walter H. Leake, Reginald L. Archer, Clerk—Harry S. Orchard, Assist. Clerk—Donald H. Nelson.

The *Cressy* has proceeded to join the small fleet now in Mire Bay.

LATEST STEAMER MOVEMENT.

The C. & O. steamer *Thyris* arrived at Yokohama from San Diego on the 26th inst.

HOW NOT TO AVOID PLAGUE.

Just now, when public attention is turned to the measures that are being adopted by the Sanitary Board officials to prevent or alleviate yearly recurrences of plague, it is interesting to note what is not being done to achieve that most desirable end. Anyone would think, and naturally so, that the terrible experience of the past few years would have taught the sanitary authorities of Hongkong a lesson never to be forgotten, but the assumption appears to be an erroneous one. The proof that it is erroneous is to be found in Tulkoo village, where and in whose immediate vicinity exists a condition of life that can only be described as insanitary in the extreme. What follows is the result of personal inspection of the village and its vicinity, and the facts are in no way exaggerated. About a couple of hundred yards from Tulkoo, off to one side of the public highway, is a smothering, smelly heap of filthy rubbish, perhaps six or seven tons off it, dispensing an odour so pungent that one is indeed glad to hurry away from a spot where only disease can lurk. In rainy weather but whose whose business calls them that way will require no reminder. The why and wherefore of the existence of this plague heap are easy to explain, and although it does not make nice reading the evil involved is so real and pronounced as to offer a ready apology for plain speaking. The rubbish comes, of course, from the village of Tulkoo, and morning after morning for months past fresh loads have been dumped until the heap has assumed the unsightly proportions it now possesses. The Sanitary Board coolies who look after the scavenging of Tulkoo are responsible for the actual dumping of the rubbish, but surely, in a period of time extending over months, the officials of the Board who in turn look after the coolies have not been entirely ignorant of what has been and is still going on. This rubbish should be taken away every now and then by one of the conservancy boats that run for the purpose, but the simple fact remains that it is not so taken away, and the only efforts made towards its destruction are taken by the coolies themselves, who make prize-worthily but altogether misdirected and hopeless attempts to destroy the ugly mass by burning it, with results to the olfactory sense that cannot be described. Again, these coolies have fits of laziness, and when the broken-down, creaking old contrivance dignified by the name of cart has been loaded up, before the entire village is traversed they find that the distance to the plague heap already described is too great, and simply dump their cargo on the foreshore, where it may now be seen in all its unsightliness. They have yet another way, however, of lightening their duties, and that is just to leave the rubbish heaps where they are, without taking the trouble to sweep them up. On the day when the writer of this article visited Tulkoo, at the end of last week, he saw the ugly blot on such landscape as the village afforded, dotted at irregular intervals along one side of the main street, whilst scraggy fowls were burrowing into them in such a way as to make him silently resolve then and there never again to lay eggs for breakfast! But there is yet another complaint with regard to the *modus operandi* of these Sanitary Board coolies. When the cart has been finally loaded up and dragged for some distance on its way, the feeling of laziness assails them so suddenly and so irresistibly that they feel compelled to leave the cart in the roadway whilst they seek a brief respite from labour elsewhere. The sight and effluvia are never lost upon the occupants of passing rickshas. One word in conclusion. If Dr. Thomson is looking for a place where the festive mosquito breeds, the writer strongly recommends him to try the large pool in the nullah immediately behind the houses of the European employees at the Sugar Works. Here the green, stagnant water, in which floats all manner of things unsavoury, most afford a breeding-places for thousands of these carriers of male life.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day, Thursday, 28th November, at 4.15 p.m.
RDS & CO. OF THE DAY.

AGENDA.

1. Correspondence relative to the erection of a public latrine at the North-west end of the Crown Lot to the South of Hungshing Inland Lot No. 233.
2. Correspondence regarding the provision of backyards for Nos. 26 and 28, West Street.
3. Mortality Statistics for this Colony for the week ended the 2nd November, 1901.

ORIENTE HOTEL CO., LIMITED.

The following is the report of the board of directors presented at the ordinary meeting of shareholders, held at the Company's Office, No. 31, Calle Soledad, Manila, on Wednesday, the 20th November—

The profit and loss account, including the sum of \$3,685.70 brought forward from 31st December, 1900, shows a credit balance of \$35,913.30 which your directors propose to apportion as follows:—

To write off from value of furniture and fixtures: \$1,592.46

To set aside against repairs and renewals: \$,889.21

To write off from value of horses, carriages and harness: 4,002.75

To accounts written off for bad and doubtful debts: 10,000.00

To carry forward to new account: 11,628.88

\$35,913.30

DIRECTORS.

Mr. F. B. Coney retires by rotation, but offers himself for re-election.

THE accounts have been audited by Mr. Turner.

BENJAMIN KELLY & POTTS,
Managing Directors.

Manila, 26th November, 1901.

AUCTION
NOTICE

NOTICE IS HEREBY GIVEN that at the request of the Chinese Authorities the s.s. "HUNG FEE" with all her belongings as she now lies in Canton Harbour will be sold at PUBLIC AUCTION at 11 A.M. on FRIDAY, the 29th inst., at the Customs House, Canton.

Her dimensions are:—
Length 95 ft.
Breadth 15 ft. 6 in.
Depth 7 ft.
Tonnage 538 tons.

The Steamer may be inspected any time on application, and will be at purchaser's risk from the fall of the hammer.

TERMS.—Cash.
F. A. MONTAN,
Commissioner of Customs.
Canton, 18th November, 1901. [2953]

NOTICES OF FIRMS

NOTICE

NOTICE IS HEREBY GIVEN that the PARTNERSHIP AT WILL with respect to the business of FRANK WAPSHARE, WATTS, THOMAS EDWARDS, and NG CHIM MI has been and is DISSOLVED as on and from the 14th day of November, 1901. Dated this 15th day of November, 1901. THOMAS EDWARDS, NG CHIM MI.

NOTICE

THE UNDERSIGNED have been appointed SOLE AGENT of Messrs. O'NEILL, WATKINS & CO. in this Colony, South China and Manila.

T. EDWARDS, & Co.
Dated the 18th day of November, 1901. [2944]

WANTED

CHINESE CLERK for South Formosa, with knowledge of English Book-keeping. Able to write a good Chinese letter, and translate same into English. Apply with testimonials, stating age, experience, and salary required, to—

"H. H."
Care of Daily Press Office.
Hongkong, 25th November, 1901. [2952]

CHRISTMAS! CHRISTMAS!! CHRISTMAS!!!

MR. M. JEEJEEBOY, of Messrs. JEEJEEBOY & CO., 190, Hollywood Road, having returned by the s.s. "Guanan", brought with him a large stock of Goods specially ordered for the festive season, comprising Christmas Cards, Crackers, various kinds of Sweets, best of Wines and Spirits, Beviels, French Provisions (English and Indian), Prices Moderate.

Call and inspect our large and varied stock of Christmas Cards of the most exquisite and varied designs; prices ranging from one cent upward.
Hongkong, 25th November, 1901. [2953]

FOR SALE

KOWLOON INLAND LOT No. 615, having erected thereon the HOUSE known as "HANT BUNGALOW". The Lot has an area of 64,222 square feet, and has road frontage of 345 feet on Observatory Road, 201 feet on Kimberley Road and 176 feet on "The Terrace".

For Particulars, apply to
Messrs. N. MODY & CO.,
54 & 56, Queen's Road Central.
Hongkong, 25th November, 1901. [2957]

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2 & 4, Stone Street, New York;
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Hongkong, 25th November, 1901. [2994]

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FILING 10 SHOTS IN 2 SECONDS.
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All kinds of Oil Paintings and Photographs.
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Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901.

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ILLUSTRATED WITH FOUR MAPS.

On Sale at
"DAILY PRESS," OFFICE LOCAL BOOKSELLERS, SOLEBURY, CHURCH, SOLEBURY, and SOLEBURY, ROYAL, SOLEBURY, LONDON.

Price 51 per Copy Paper Covers, \$1.20 in Boards.
Hongkong 18th March, 1901. [78]

CHAIR AND JINRIKSHA COOLIE COMMISSIONER'S REPORT

The following is the report by Mr. Justice T. Soromlo Smith, Acting Police Judge, Mr. R. C. Wilcox, and Mr. E. J. Baddeley, Acting Captain Superintendent of Police, who composed the Commission appointed by H.E. Sir Henry Blake to enquire into and report on the question of the existing difficulty of procuring and retaining reliable chair and jinriksha coolies for private chairs and jinrikshas.

The undersigned, Members of a Commission appointed to inquire into and report on the question of the existing difficulty of procuring and retaining reliable private chair and jinriksha coolies, have the honour to report as follows:—

1. We have held 14 meetings between 3rd September and 4th November, 1901, and have examined 31 witnesses.

2. We have ascertained the views on certain points, of over 120 residents by means of a printed paper of questions, which forms Appendix C.

3. The answers to these questions show conclusively that there has been difficulty in procuring and retaining reliable private chair and jinriksha coolies.

4. As to the causes of the existing difficulty, we find that the main cause of the difficulty in procuring such coolies is a demand for increased wages, which many non-Chinese refuse to pay.

5. We observe that there has apparently been no difficulty in procuring six hundred coolies from China to man the three hundred new public rickshas which have recently been licensed.

6. Further, we observe from the annual reports of the Captain Superintendent of Police that in the year 1897, 7,164 drivers and bearers were licensed; in the year 1898, 8,252; in the year 1899, 9,334; or an increase of 2,822 drivers and bearers in a period of 4 years, that is, an increase of nearly 40 per cent. in the number of drivers and bearers.

7. These figures seem to show that the demand for public chair and jinriksha coolies has been amply met, and lead us to the conclusion that there is an adequate number of men procurable for private service, provided the wages offered approach in amount the findings of the Commission of public coolies.

8. We are of opinion that the price of lodging is not as a rule a serious factor in the matter, because private coolies are usually lodged, rent free, by their masters, and we think that the increased cost of food has been approximately met by the advance in wages which has occurred in the last five years.

9. The demand for wages exceeding 38 a month seems, in the main, due to the fact that the calling of a public chair or jinriksha coolie, especially the latter, is more lucrative, and induces private coolies to leave to join the ranks of public coolies.

10. The evidence tends to show that no regular guide of chair and jinriksha coolies exists, but each lodging-house seems to be an effective centre for recruiting.

11. The cause of the difficulty in retaining such coolies when procured are:—

A.—That such coolies, in many cases, object to perform odd jobs, such as cart-carrying, punkah-pulling, tennis-fielding, housework, &c., which they once did without demur.

B.—That there is some doubt whether the law makes it penal for such coolies to neglect their duty, or to absent themselves from duty, or to leave service without notice, &c., &c., although such a law exists in the case of domestic servants. (Vide section 3 sub-section 3 of Ordinance 14 of 1845.)

C.—That a knowledge of the earnings of public coolies makes private coolies discontented and induces them to leave private employ at the earliest opportunity.

D.—That they sometimes object to give their whole time to their masters' service, and we think that if they leave a master, they can usually find employment with another master or obtain other work.

12. As to whether it is advisable and practicable to introduce any, and (if any) what legislation on this subject, our answer is yes, and we append a draft Bill, which we think would meet the case.

13. We are aware that the provisions of the Victoria Registration Ordinance No. 7 of 1865 affecting the registration of servants and regulated by Ordinance 13 of 1888, were not worked with much success. The reasons for this failure, we believe, the abuses of photography, laxity in enforcing these provisions, indifference on the part of masters, the preference of personal convenience to the general advantage, the doubtful applicability of sub-section 3 of section 3 of Ordinance 14 of 1845 to other than domestic servants, the fraudulent transfer of certificates of registration, and, probably, the payment of a registration fee.

14. The draft Bill referred to in para. 10 prescribes, *inter alia*, for compulsory registration of the Central Police Station, for the photographing of every private coolie, for the regulation of the conduct of private coolies, and for making it penal for masters to engage unregistered coolies and for unregistered coolies to seek or obtain employment in the same capacities.

15. We are decidedly of the opinion, which the evidence supports, that to be effective, registration must be compulsory, universal, and in the hands of the Police Department.

16. We think that the scheme of registration embodied in the draft Bill, will give both the Police and masters desirable and, we trust, effective control over private coolies.

17. In answer to question 6 of Appendix C, "Whether persons who engage unregistered private chair and jinriksha coolies should be liable to a fine in the Police Court," there were 78 ayes, 26 conditional ayes, and 24 nays. The evidence of Mr. Pinto shows that there is misapprehension as to the meaning of this question. When it was explained to him that it was not proposed to punish the master, and leave the coolie alone, he adopted the view of this Commission, that no scheme of registration could be successfully enforced if masters were not made liable for engaging unregistered coolies. If this is borne in mind, it is evident that the majority of ayes in favour of making such masters liable would probably have been greater, as it is, the proportion of ayes to nays is that of more than 3 to 1.

18. We recommend that registration shall be free, because the payment of a fee in former times may have been conducted to render the former Ordinance nugatory, and because the existence of a fee may be made the ground for demanding higher wages.

19. Apart from the reason that the omission of the penal clause affecting masters will defeat the whole purpose of registration, we consider that it would be unjust to punish the coolie who offends, his services are not as the person who accepts those services.

20. Generally, we think that registration will tend to weed out of the ranks of private coolies the bad characters sometimes met with, because persons unfavourably known to the Police will not be registered.

21. Some persons fear that registration will tend to limit the number of coolies now available, and therefore wish to be at liberty to

engage unregistered coolies who may offer themselves. The limitation of numbers, it is said, will arise (1) from the Police Department refusing to register as private coolies men known to be bad characters, but who, *qui coolies* are capable servants, (2) from unwillingness on the part of private coolies to register.

In our judgment, if the result (1) anticipated by the sceptic concerning registration is attained, it will prove an unqualified advantage to the community, which will thus be relieved of the presence of rogues masquerading as private coolies who, we should not be surprised, would also prove an enquiry to be to some extent at the bottom of the present difficulty.

As regards result (2), we believe that no persons who wish to become coolies would be deterred by free registration from entering private service.

By the draft Bill, which we have submitted, it is provided that a master may have in his employ for 48 hours unregistered coolies. This period of 48 hours will enable the coolie to become registered, and will give the master reasonable time to insist on the coolie being registered.

We do not oppose an enlargement of this period of 48 hours, but would point out that if the period is much enlarged, it will merely induce an aggravated condition of the present difficulty in retaining coolies.

19. As regards what other (if any) remedial measures should be taken, we suggest that the scale of fares for public rickshas, in Victoria and Kowloon, should be revised and reduced, at any rate so far as short time fares are concerned.

20. We are of opinion that if the earnings of private chair and jinriksha coolies could be placed more nearly on an equality with those of public ricksha coolies, the inducement to throw up private service for public employ would be much less, and the demand for high wages would almost cease, and the difficulty of procuring and retaining private chair and jinriksha coolies would be largely diminished, if it did not altogether disappear.

21. Chief Detective Inspector Hanson stated in his evidence that he had calculated that it is possible for two men between them to make from 260 to 280 a month with a public ricksha; and one of the public ricksha coolies examined stated that his net earnings, after paying for food and rent, amounted to 218 a month. The evidence also shows that a coolie will pay a considerable sum for the goodwill of a public ricksha.

22. At present, the minimum ricksha fare is 5 cents for a quarter of an hour. If a person takes a ricksha from the Clock Tower to the Hongkong Club or Hongkong Bank he must pay 5 cents.

This seems to be an unnecessarily large fare. We therefore advocate ricksha fares of 2, 3, and 5 cents for 5, 10 and 15 minutes respectively. Distance fares, as in the case of taxis, might also be introduced. The difficulty of carrying the necessary money can be overcome by adopting a system of checks for these several amounts. These checks should be obtainable at the Treasury and Police Stations in the Colony and could be redeemed by the coolies on presentation at the Treasury in office hours.

Great care would have to be taken to guard against the acceptance, for redemption, of forged checks, not issued by the Treasury or a Police Station.

As it is a practice for Chinese engaging public chairs and rickshas to bargain for rates below the tariff rates, it is clear that licensed coolies are willing to take passengers at reduced fares.

23. We are not aware whether the public revenue of \$55,000, which was the sum derived in 1890 from the licensing of carriages, chairs, &c., would be materially affected by our proposal, but we submit that, even though the public revenue from this particular source were decreased, it would be but a small consideration to pay for the advantages resulting from a supply of private chair and jinriksha coolies.

24. We have not entered into the question of the probable effect of the reduction in public fares for short times and distances upon the number of public vehicles which might continue to ply, but we see no reason to think that the approximate equalisation of the earnings of public and private coolies would tend to drive public vehicles off the streets, because we think that the earnings still procurable in Hongkong as compared with the earnings procurable in China, would continue to attract Chinese from the mainland.

25. It appears to us that the community's independence of private coolies' services would be aided by the establishment of a larger number of chair or ricksha stands or ranks. Take the Peak as an example. If stands or ranks for chairs were placed at such points as Plantation Road Station, underneath Craigiebarn and at the bifurcation of the roads round Mount Kellett, it is obvious that this convenience would render Peak residents more or less independent of private coolies.

It would also aid in the same direction if the chair stand at Victoria Gap were on the public telephone system. An English-speaking Chinese should be put in charge who should deputise certain chairs to go where wanted. The number and destination of the chair should be entered in a book kept by the Chinese in charge, and complaints of non-compliance with telephone messages should be sent to a d. investigated by the Captain Superintendent of Police.

26. We surmise that private coolies occasionally elude the vigilance of the Police and succeed in acting as substitutes for public coolies, or themselves employ what look like private rickshas in soliciting fares.

27. We recommend that the Police, when on ordinary duty, should more frequently, and especially at night, require chair and jinriksha coolies to show their licences, and should arrest and charge all who do not produce their licences, or who produce licences not bearing the photograph of the person producing it.

28. We strongly recommend that one or more members of the Police Force, who might be called Inspectors of Public Vehicles (as there already is an Inspector of Weights and Measures) should be appointed and detached to exercise special supervision over all licensed public vehicles and coolies whilst they are plying for hire in the streets. These Inspectors should have travelling allowances and should be here, there, and everywhere, calling on all kinds of vehicle coolies to produce their licences.

This proposal is not intended to be in substitution for the recommendation that the Police on ordinary duty should constantly call for and examine the licences. It would be an additional help, we think, in cases where an unlicensed person is found plying a licensed vehicle, to make the licensed driver, driver or bearer also liable to be heavily punished.

29. It appears from the evidence that the Chinese generally do not wish that any steps should be taken to register or otherwise control coolies in their employ. Therefore, we have no recommendation to make on this point, though we venture the opinion that they will be likely to share in any benefits which may result from the adoption of our proposals.

30. On consideration it is thought desirable, we see no objection to placing in the hands of persons approved by the Government, the business of supplying private chair and jinriksha coolies at a given rate of wages, and in accordance with a scheme submitted to the Government on 2nd August, 1901, by the

Captain Superintendent of Police, and annexed as Appendix G to this report. The rate of wages set forth in that scheme, however, might in our opinion, be reduced, if the legislation and the remedial measures which we have submitted, are carried into effect.

31. As the preamble of the Commission issued to us recognises the existing difficulty of procuring and retaining reliable private chair and jinriksha coolies, and we are of opinion that that difficulty, if fairly faced with a determination to remove it, would largely if not entirely disappear, we beg respectfully but emphatically to urge that our proposals be given a trial during the coming winter months, that no threats of opposition or rumours of a strike be allowed to thwart an attempt to remedy the prevailing difficulties and inconveniences, and that it should be fully recognised that a difficulty of this nature, arising in connection with the employment of Orientals, will only become aggravated, if not grappled with steadily and speedily. The community may have to face a brief dislocation of the private coolie service, but will, we think, be amply repaid for any temporary discomfort by the benefits expected to accrue.

32. In advance we would earnestly deprecate any opposition to a fresh attempt to enforce registration on new lines and to make it effective by means of the penal clause, because such registration and such penal clause may not in the opinion of some prove effective and may involve slight personal trouble, inconvenience and loss of time.

33. We trust that all ranks and divisions of the non-Chinese community will be prepared to co-operate in order to make the legislation and measures which we have proposed effective and workable. If this co-operation, either from purely selfish considerations or out of a minority, it is to be feared that no remedial measures devised to meet the emergency can be successful.

We therefore hope that the wealthier members of the non-Chinese community will sink all considerations of personal inconvenience, dignity, trouble and loss of time, and will combine with the less favoured members of that community in lending their support to provide a remedy for the admitted evils which have given rise to this Commission.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.
Hongkong, 23rd November, 1901. [2953]

NOTICE TO MARINERS.
HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" has now settled down fore and aft, and only her masts, funnel, &c., are visible above water.

The lights already notified as marking her position will continue to be displayed.
R. MURRAY RUMSEY,
R. Com. R.N.,
Harbour Master, &c.,
Harbour Department,
Hongkong, 22nd November, 1901. [2953]

GOVERNMENT NOTIFICATION.
No. 708.

THE following Notice is published.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.
Hongkong, 23rd November, 1901.

NOTICE TO MARINERS.
HONGKONG HARBOUR.

From the 1st December, 1901, until about the end of February, 1902, floating obstructions will be laid, from time to time, to the North of Stonecutters' Island.

The obstructed area will be bounded on the West by a line drawn from the most northern point of the Island to the Watering Pier at Kowloon, and on the East by a line drawn from the Government Pier, on the North shore near the Mazines, in a N.N.E. direction to the mainland.

Vessels and junks are prohibited from anchoring in the obstructed area.

A fairway, about 390 yards wide, will be buoyed through the obstructed area, being marked on the North by 2 red buoys, and on the South by 2 small black buoys carrying white flags. No obstructions will be laid within this fairway, but vessels and junks are prohibited from anchoring therein.

At night the red buoys marking the North side of the fairway channel will carry red lights whenever any obstructions are laid.

Steam vessels must always use the fairway; sailing vessels and junks may sail across the obstructed area in day time at their own risk. All obstructions will be floating on the surface.

R. MURRAY RUMSEY,
R. Com. R.N.,
Harbour Master, &c.,
Harbour Department,
Hongkong, 18th November, 1901. [2953]

- CHRISTMAS -

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year

Plenty chances, larger gain;
Dollar come all same rain

Wishing you Happiness and Longevity

Success Crown your Undertakings

My chin chin in Hongkong
Makes you happy and strong

Everything as you wish

禧新賀恭

財發喜恭

長久壽福

遂順事諸

健力壯身

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FOR SALE AT

MESSRS. KELLY & WALSH, LD.

MESSRS. W. BREWER & CO.

AND OTHER STORES.

MESSRS. KRUSE & CO.

MESSRS. ACHEE & CO.

[2712]

RUPTURE RELIEVED AND OFTEN CURED
PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—
HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [2702]

GREG RECKE & CO. 19 and 20, FEATHERSTONE STREET LONDON, E.C.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

GENERAL PRODUCE BROKERS.
MANUFACTURERS OF SAUCES & DELICACIES.

WHOLESALE EXPORTERS OF CONTINENTAL AND COLONIAL PRESERVED PROVISIONS, AND DRIED FRUITS, VEGETABLES, &c. (BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN POULTRY, EGGS, BUTTER, AND FARM PRODUCE. SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

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NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]

SWEET CAPORAL Cigarettes
Purest & Best.

Packed in 10/5 boxes, 20/ packets 4/50/ Round Tins.

FOR SALE EVERYWHERE.
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

TRY NAVY CUT
A GENTLEMAN'S SMOKE

Supplied in Three Grades, Mild Medium & Strong.

PACKED IN AIR-TIGHT VACUUM TINS
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

VESSELS OF THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 28th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 7th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 16th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 31st January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.
FOR	TO SAIL	DATE
LONDON	"MACHAON"	On 30th November.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th December.
LIVERPOOL DIRECT	"STENTOR"	On 15th January.

The S.S. "DEUCALION" left SINGAPORE on the 22nd inst., a.m., and is due in Hongkong on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	"KAIFONG"	On 29th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 30th November.
SHANGHAI	"WHAMPOA"	On 3rd December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th November, 1901.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" On 5th December
"LENNON" About 15th Dec.
"ORONSAY" About 31st Dec.

"AFRIDI" 1902 About 10th Jan.
"HILGLEN" About 20th Jan.
"LOWTHER CASTLE" About 31st Jan.

For Freight and further information, Apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 23rd November, 1901. [1739]

EASTERN AND AUSTRIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd November, 1901. [2079]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ACARA,"
Captain Kilgour, will be despatched as above on or about 17th December.

To be followed by the Steamship
"ABAMA,"
Captain Bement, on or about 27th December.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 23rd November, 1901. [2283]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship
"AUSTRIA,"
Captain Fellner, will be despatched as above on TUESDAY, the 17th December, P.M.

The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 27th November, 1901. [6]

NOTICES TO CONSIGNEES
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship
"PING SUY,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

Optional Cargo will be forwarded unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

DODWELL & CO., LTD.,
Agents.
Hongkong, 22nd November, 1901. [2982]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"IXIN,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd December.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1901. [15]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., as a.s. Australia.
From Persia, Gulf, &c., as a.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Goods not cleared by the 30th inst. at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be received.

E. A. HEWETT,
Superintendent.
Hongkong, 22nd November, 1901. [1]

NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship
"DENBIGHSHIRE,"
Captain Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 2 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.
Hongkong, 25th November, 1901. [3004]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM SHANGHAI.

THE Steamship
"CARINTIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, 1st December, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st December will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 25th November, 1901. [6]

THE H.A.L. Steamship

"SERBIA,"
Captain Brochner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Agents.
Hongkong Office.
Hongkong, 25th November, 1901. [3003]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 28th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SARSOON, SONS & CO.,
Agents.
Hongkong, 26th November, 1901. [3117]

HONGKONG STEAMERS.

Athenian, British str., 2,423, Mowat, Nov. 14, C. P. R. Co.
Benlodi, British str., 1,483, Clark, Nov. 22, Gibb, Livingston & Co.

Catherine Apar, British str., 1,730, Belson, Nov. 26, D. Sassoon, Sons & Co.
Daigi Maru, Jap. str., 546, Kitano, Nov. 27, Mitsui Bussan Kaisha

Dr. Hans Jurg Kiser, Norw. str., 691, Larsen, Nov. 18, A. R. Marty
Duke of Fife, British str., 3,547, Cox, Nov. 18, Dods & Co., Limited

Elcan, American str., 510, Altomaze, Sept. 3, Brando & Co.
Emma, German str., 1,681, Samuelsen, Nov. 19, Jelson & Co.

Empress of Japan, British str., 3,003, Pybus, Nov. 27, C. P. R. Co.
Esmeralda, British str., 966, McGinty, Nov. 17, Sheehan, Tomes & Co.

Germania, Ger. str., 1,718, Dendixon, Nov. 26, Jelson & Co.
Hongkong, French str., 862, Pannier, Nov. 27, A. R. Marty

Hopsang, British str., 1,555, Roope, Nov. 26, Jardine, Matheson & Co.
Huo, French steamer, 704, Godliman, Nov. 26, A. R. Marty

Inaba Maru, Jap. str., 6,185, Trenat, Nov. 27, Nippon Yusen Kaisha
Independent, German str., 871, Holtz, Oct. 21, Sander, Wierler & Co.

Kaga Maru, Jap. str., 3,800, Ekstrand, Nov. 18, Nippon Yusen Kaisha
Kaifong, British str., 1,024, Pannier, Nov. 27, Butterfield & Swire

Kohichang, German str., 1,291, Leuss, Nov. 26, Butterfield & Swire
Kvarren, British str., 1,574, Kanby, Nov. 25, Butterfield & Swire

Lai-Tock, Spanish str., 185, Fabbragus, Nov. 17, A. R. Marty
Loyal, German str., 1,006, Weidlich, Nov. 27, Sander, Wierler & Co.

Lysemon, German steamer, 1,238, Lehmann, Nov. 27, Siemssen & Co.
Monsieur, German str., 859, Gotsche, Nov. 15, Butterfield & Swire

Neptunes, British str., 2,173, Walters, Nov. 26, Standard Oil Co.
Oslo, Norwegian str., 777, Mathieson, Nov. 25, Sander, Wierler & Co.

Pekin, British str., 3,957, Fox, Nov. 26, P. & O. S. N. Co.
Pitsanulok, German str., 1,267, Illing, Nov. 10, Butterfield & Swire

Richmond, British str., 1,314, Mann, Nov. 14, C. P. R. Co.
Robt. Schenck, British str., 1,331, McDonald, Nov. 25, Arnold, Karberg & Co.

Sandakan, German str., 1,374, Brandstetter, Nov. 12, Melchers & Co.
Seneca, British str., 3,137, Cormack, Nov. 27, Standard Oil Co.

Serbia, German str., 2,777, Brochner, Nov. 23, Hamburg-Amerika Line
Sishan, British str., 957, Jones, Nov. 12, Bradley & Co.

Tacoma, British str., 2,811, Dixon, Oct. 21, Dods & Co., Limited
Taichang, German str., 828, Ahrens, Nov. 17, Meyer & Co.

Taisang, British str., 1,547, Bradley, Nov. 23, Jardine, Matheson & Co.
Talsang, British str., 880, Baker, Nov. 25, Jardine, Matheson & Co.

Tetartos, German str., 1,578, Dinse, Nov. 18, Siemssen & Co.
Thales, British steamer, 893, Robson, Nov. 26, Douglas Lapraik & Co.

Tide, German steamer, 834, Ohlertsch, Nov. 21, Jelson & Co.
Tientsin, British str., 2,555, Cook, Nov. 26, P. & O. S. N. Co.

Tingchang, British str., 1,045, Sawyer, Nov. 20, Jardine, Matheson & Co.
Trigonia, British str., 1,658, Powell, Nov. 27, Arnold, Karberg & Co.

Tsuan, British str., 1,489, Lindbergh, Nov. 25, Butterfield & Swire
Tsinan, German str., 1,092, Sanders, Nov. 18, Arnold, Karberg & Co.

Whampoa, British str., 1,109, Larsen, Nov. 27, Butterfield & Swire
Zafiro, British str., 1,611, Ramsey, Nov. 25, Sheehan, Tomes & Co.

SAILING VESSELS.

Dijhope, British ship, 1,986, Low, Nov. 3, Order
Geo. T. Hay, British ship, 1,647, Spice, Oct. 20, Arnold, Karberg & Co.

Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10, Arnold, Karberg & Co.
H. J. Albrecht, German whr., 701, Andersen, Oct. 10, Master

Launberg, Brit. bark, 1,215, McDougall, Aug. 14, Master
Manuel Llagano, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

Osberga, British bark, 960, Denmore, Nov. 4, Order
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

W. H. Conner, Amr. ship, 1,326, Colcord, Sept. 25, Standard Oil Co.

TSANG FOO & CO.
SAM WING HING

COAL MERCHANTS,
No. 48, DES VOEUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [2411]

B. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER

No. 4, WEST TERRACE, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

HONGKONG BUSINESS DIRECTORY.

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Chemists and Druggists, High-class Assorted Waters, Dealers in Photographic Requisites, Queen's Road.

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Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

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Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 5a, Queen's Road Central.

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STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel

BISMARCK & CO.,
Navy Contractors, Ship Changers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchangers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchangers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Grayhound Brand") and Blundell Spence & Co.'s Commission

R. HAUGHTON & CO.,
Naval, Military and Civil, 16, Queen's Road, Opposite Kahn's Curio Store.

D. S. DADY BURJOR, "Los Filizinos,"
Importer of the Best Manila Cigars; 25 Pottinger Street.

WATCHMAKERS
DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

OREGON LUMBER.
THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUEBLO SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.,
Hongkong, 14th February, 1901.

POHOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles Oriental Embroidery, Bags and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Carriages and Fancy Goods.

Inspection is solicited.
Hongkong, 4th November, 1901. [281]

COLD STORAGE
THE HONGKONG ICE COMPANY, LTD.,
have now 49,000 Cables feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [65]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [2646]

G. E. WARREN,
BUILDING CONTRACTOR,
No. 3A, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED
AND FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock.
Agent for MOSAIC TILES. Prices on Application. [2489]

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....\$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 20th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April,

